

1,217 NAMES ON EASTLAND LIST OF DEAD

Divers Increase Total Bodies Recovered to 826.

BREATH OF LIFE IN ONE VICTIM

Last Fluttering Heartbeat Comes as Doctor Waits for Motor.

VACANT JOBS SOUGHT

Company Refuses All Applica- tions—Stunned Survivor Waits for Wife.

[By Telegraph to The Tribune.]

Chicago, July 26.—Something like an accurate estimate of the length of the Eastland death list was possible to-night. When the last of the divers had been hauled up from the capsized bulk 826 bodies had been recovered. Figures compiled by the Western Electric Company enabled the authorities to make a close guess at the number of victims still in the depths of the steamer or pinned in the mud.

Checkers who went through every department of the big plant at Hawthorne reported that besides the identified dead 391 employees who started on the Michigan City excursion were missing from their desks and benches. If all the missing met death the completed roll of victims will contain 1,217 names. It is expected, however, that many of those unaccounted for will turn up. On the other hand, not all those on the Eastland were employees of the Western Electric Company.

To-morrow the work of raising the Eastland will begin. A big dredge brought from Duluth is ready for action and is lying overnight on the east side of the Clark Street Bridge, a few hundred feet from the wreck. This work will take at least ten days.

Life in Body Recovered.

Fewer than a dozen victims were brought up by the divers on the third day of the search. One, a husky built man of thirty-five, was still living. He died while Dr. Thomas A. Carter, chief police ambulance surgeon, was working over him.

Harry Halvorson, a diver for the Great Lakes Dredge and Dock Company, found the living man among the dead. Dr. Carter's stethoscope discovered a fluttering heartbeat.

Alive—barely alive—was a young girl, Miss Mary, who had been in a pocket mirror held to his nostrils. His head tilted, almost imperceptibly.

Many Divers Passed Him By. "He'll have a story if they can save him," Halvorson said. "Once he was a little while ago. I'd only known he was there—waiting. I've passed the place a dozen times without seeing him."

"He was up over my head, and except that my line fouled it, I didn't know he was there. I looked up to see where the trouble was, and saw him perched in the wreckage of the companionway. I guess he had used his last strength to get there."

"He must have known he was about all in, and felt himself slipping. Anyway, there he was, straddling a stanchion and propped up so his head touched the top of the stanchion. He was looking at me, and I was looking at him. He wasn't like the rest. He was sort of limp, not stiff."

As the diver finished his story the man died.

Girl in River 100 Feet Away.

The first body recovered was taken from the river about a hundred feet away from the half submerged Eastland. A yellow-haired girl of fourteen in a lacy night dress of white. Three more bodies were brought out of the hull at 10:30 o'clock, a boy in a sailor suit and two men. About the boy's neck a crucifix of gold was suspended. The next body was that of a girl, about eighteen, blond and petite. She wore a white skirt, white waist, white stockings and white tennis shoes. Gun-cases, a diver, said, had been used to get the body out of the cabin. A half hour later three more, a small girl, a girl of nineteen and an older woman, were recovered from one of the after-staterooms.

Between then and 5:30 o'clock, when the exhausted divers quit work, five more victims had been sent to the 2d Regiment Army mortuary. Four were women, the fifth a boy of eight, in a bedgown, Indian suit. A young woman found near the boy, probably his mother, wore a white corded suit, white stockings, white slippers and hair ornaments.

Survivor Waits for Wife.

While the divers worked a survivor, too stunned by his loss to cry, kept vigil on the hull. He had no police permit, no reporter's pass, no star, but he was one to drive him away. The man was W. L. Lukens, of 2706 South Fifth Street, Cicero. He was waiting for the river to give up the body of his wife.

Lukens's story won for him the sorry privilege of remaining on the hull.

"I want to stay until they find her," he said. "There are four little kids—but I can't bear to go back to them until I know."

Barbara was sitting up on the upper deck with me when the boat started to

Becker Gets Two Days' Respite; His Offer to Testify Refused

Justice Ford, Barring Slayer and Others as Witnesses, Says He Will Take Affi- davits at Face Value— May Decide To-night.

Charles Becker will have two more days of life anyway. His execution was postponed last night from to-morrow to Friday morning.

This was done by Warden Osborne, of Sing Sing prison, at the request of Justice John Ford, of the Supreme Court, before whom argument for and against Becker's motion for a new trial was heard yesterday.

Finding that he would not have sufficient time to make a study of the developments in the case, the justice telephoned to Warden Osborne shortly before 7 o'clock last evening and asked that Becker's execution be deferred until Friday.

"It would not be fair to Becker to force me to rush a decision in the case, which will be necessary if the execution is not put over for two days," Justice Ford told the Warden. Thereupon Mr. Osborne granted the request. Sam Haynes, the negro, who was to die to-morrow morning, also will be given a two-day extension.

Becker Calm at Delay.

Deputy Warden Johnson informed Becker that his execution had been deferred until Friday morning.

"All right," Becker replied, as if he regarded the short reprieve as but an incident in an anticipated successful outcome of the fight in his behalf.

He was much more interested in the details of what had developed in the courtroom furnished him by The Tribune through Mr. Johnson.

Argument in Justice Ford's court yesterday was ended a few minutes after 4 o'clock. Briefs will be submitted by W. Bourke Cockran, Becker's counsel, and District Attorney Perkins before noon to-day. A decision is not expected before very late to-night, at the earliest.

Mr. Cockran, at the close of argument, said he was ready to offer the presence of Becker and five other witnesses on the stand if the court desired oral testimony.

Affidavits at Face Value.

"I don't see, as far as we've gone, that the examination of witnesses is necessary," Justice Ford replied. "The District Attorney contends that the contents of affidavits submitted by the defendant do not constitute new evidence. In view of that I purpose accepting the affidavits at their face value."

"I am going to endeavor to dispose of this case as quickly as possible," he added, referring to the brief interval before the execution date, then unchanged. "I shall stay at it until it is decided. I shall go into my chambers at once and begin work."

A decision by Justice Ford will leave open no loophole for appeal by either side.

Mrs. Becker, whose facial expression



Mrs. Becker at the County Courthouse yesterday, after the final move to save her husband's life.

betokened a confidence that to her husband would again be given an opportunity to submit his case to a jury, was in the courtroom throughout the proceedings. She arrived a few minutes before 10:30, when Justice Ford took the bench.

Her jaunty black and white costume

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OIL BLAZE SET ON U. S. WARSHIP

Discovery Deepens Mystery of Attempt to Destroy Oklahoma.

[By Telegraph to The Tribune.] Philadelphia, July 26.—Additional mystery surrounds the fire on the dreadnought Oklahoma July 19, at the New York Shipbuilding Company's plant, in Camden. It leaked out to-day that the damage to the vessel was caused, not by slowly burning cord, as announced, but by merely blazing oil.

The fixtures in forward turret No. 2, to which the blaze was confined, were melted into fantastic and unrecognizable shapes. Deck plates were buckled and bent, and the entire framework of the turret so damaged that it will have to be replaced.

An investigation immediately after the turret was emptied of the water pumped into another the blaze showed that a joint in an oil feed pipe had been unscrewed with evident deliberation so that a thin flow of oil gradually saturated the deck lining of the turret, and lay in puddles on the floor, making a roaring furnace of the inclosure once the fire was started.

That the blaze may have been set by an employee of the company is the belief of officials. Pending investigation, night work on the battleship has been suspended.

Several hundred foreign workers at the plant, most of them Austrians, who had been employed in the night shift, had been transferred to day work.

William McCann, driver of the outfit, came along and resumed his interrupted trip to New Jersey.

T. R. INSISTED AND GOT AN EXTRA CAR

[By Telegraph to The Tribune.] San Diego, Cal., July 26.—A certain person arrived here to-day. He had boarded the train at Los Angeles. When he got on board he found others in the accommodations he insisted were his. The railway officials told him his reservations were for another train. But this person still insisted and insisted so insistently that finally an extra car was put on.

Yes it was Colonel Theodore Roosevelt. He reached here to-day and was escorted to his hotel by four companies of coast artillery and four troops of the 1st Cavalry, accompanied by several bands. The streets were hedged with admirers and the cheering was continuous. The Colonel will speak to-morrow night at the fair.

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SHERIFF SNUFFS BAYONNE STRIKE; MEN SEE VICTORY

Kinhead Gets Tentative Promise of Wage Raise —2,000 Back To-day.

LEADER HELD; HINT OF GERMAN IMPULSE

County Officer Arrests Jersey City Police Chief by 'Phone— Swears In His Men.

Two thousand Bayonne strikers, wildly cheering Sheriff Eugene F. Kinhead, voted last night to return to their work in the Standard Oil and Tide Water plants this morning. This decision came scarcely three hours after a group of the oil workers, learning they were left leaderless by the arrest of Jeremiah J. Baly, loudly shouted that they would continue the strike.

Former employees and sympathizers crowded Avenue C while the Sheriff, whose words had been received with scorn at the earlier meeting in Mydosh's Hall, harangued them, urging the men to return to their places and promising them police protection if they would. The mass of workers eagerly raised their hands when the question of giving up their strike was put, many shouting "Three cheers for Kinhead."

This demonstration was immediately preceded by a meeting in the Bayonne Police Court, attended by 300 strikers, all American citizens. They took the side of the Sheriff and promised him their aid. When they left the rooms, the great crowd of strikers was assembled outside the building.

Kinhead stepped to the platform just outside the main entrance and called a dozen of the men by name, asking them whether they would return to work if their wages were increased, as he had the assurance of the company they would be. All twelve said they would resume their places.

Company Promises Favor.

"Is there any man present who feels differently about this matter?" the Sheriff asked, which was followed by a deafening roar of "No!" Kinhead then read the agreement which George B. Hennessy, superintendent of the Standard plant, had given him earlier in the day. This stated that if the men would go back, the question of pay would be taken up. "Just as soon as the men on strike return to work," it said, "just that soon will I recommend to my people an increase in their wages, which I know will promptly receive fair and favorable consideration."

The Sheriff then continued the verbal assault upon Baly which he had begun earlier in the day. Baly, an Austrian, had come from Elizabeth a week ago, hearing from a Socialist friend that his efforts would be gratefully received among the strikers. The oil workers, for the most part, welcomed him, electing him a member of the strike committee which negotiated with the Standard.

Baly's arrest was made yesterday noon, when 1,000 workers received their last week's wages at the Standard works. He accompanied the strikers to the plant and, in a speech, urged them to the plant and, in a speech, urged them to the plant and, in a speech, urged them to the plant.

Baly Arrested.

"Why don't you get your money?" Kinhead asked. Baly replied that he was in no hurry. When the Sheriff pressed the ostensible harm to the strike, Baly insisted that he was not a Socialist, and that he was not a member of the strike committee.

Several foremen about the plant told the Sheriff that they did not know Baly, and when the minute had elapsed Kinhead ordered two patrolmen to take him to Headquarters, where he was locked up in a cell charged with inciting to riot. He was not taken away, however, before he had painted with ink on his face and neck the words "Baly" and "Kinhead" in the evening.

"Baly," Kinhead told the men, "is a Socialist, a writer for an infamous New York newspaper which has caused much trouble in Bayonne. He lived for five months at 1089 William Street, Elizabeth, and was urged by a friend to come here while on his vacation. He is an impostor, and has tricked you men and myself."

Sheriff to Guard Workers.

"If there is any one here who is not a citizen of the United States," continued the Sheriff to the crowd in the street, "let him go back where he came from. You are all satisfied. Therefore I tell you to report for duty to-morrow morning. All who are willing to do this, raise your hands." A forest of hands and arms sprang up, and a wild cheer was "Hurray!"

Kinhead quieted the men and told

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U. S. Ship Torpedoed as Germany's Answer to Frye Case Protest

GERMANS SINK AMERICAN SHIP, BUT SAVE CREW

Leelanaw, from Arch- angel, Torpedoed Off Coast of Scotland.

U-BOAT TOWED MEN TO SHORE

Attack Makes Sensation in Lon- don, and Details Are Eager- ly Awaited.

[By Cable to The Tribune.]

London, July 26.—The American steamer Leelanaw was torpedoed at 1 o'clock yesterday afternoon, eighty miles almost due north of Cape Wrath. The news, coming on the heels of the American note to Germany, created a great sensation.

Most people jumped to the conclusion that America's hand had now been forced and that the threats contained in the note must be effected. The details of the attack, however, are lacking, and until they are received officials will not venture any definite opinion on the legal merits of the case.

The Leelanaw was bound from Archangel to Belfast with a cargo of flax. On the German list flax is contraband, although not on the British.

Her crew of twenty-nine was saved and towed by the submarine to a point ten miles from Evnhollow Bay, in the Orkneys. There the boats were set adrift and the crew rowed ashore and proceeded to Kirkwall. Here the men reported to the American Consul, who notified Consul General Skinner.

Believe Warning Was Given.

In the absence of detailed information, it is considered that the action of the submarine in towing the boats indicates that ample time was probably given to the crew to disembark. Investigation should not be made as to whether steps were taken by the Germans in searching the ship and investigating the cargo. According to the British view, Germany has not the right to sink a neutral ship in such a manner.

The view generally taken here is that Germany has not the slightest intention of abandoning submarine warfare, even at the risk of war with America.

The London evening papers, in telling of the incident, employ in some cases suggestive captions, such as "An Unfriendly Act." But because the American note laid so much stress on the demand that American lives on merchant ships should not be jeopardized without warning, it is difficult for the English mind to determine whether the sinking of the ship after the crew were taken off constituted what America insists must cease.

Carried Cotton to Russia.

The steamer left New York on May 17 with a cargo of cotton consigned to Russia by way of Gothenburg. The vessel was detained at Kirkwall while inquiries were made as to the possibility of getting her cargo to Russia. Sweden forbids the export of cotton. The ship was released on June 26 with permission to proceed to Archangel, where the cotton was discharged and a cargo of flax was loaded for Belfast.

A dispatch is now being received from the Central News Agency says that after the members of the crew left the Leelanaw about a dozen ships were fired at by the submarine. They failed to sink her, however, and she ultimately was sent to the bottom by a torpedo.

The members of the crew were taken aboard the submarine, the dispatch adds, and were well treated. Fifteen of the Orkney Islands men were ordered to return to their boats and the submarine disappeared.

To-morrow morning the crew of the Leelanaw will be sent to Dundee, where the American Consul will take the depositions of the men.

Leelanaw Was Returning from Archangel Trip

The Leelanaw was an American steamship, registered in this country and owned by the Harby Steamship Company, an operating concern of Harris, Irby & Vose, of 12 William Street. A. H. Bull & Co., of 8 Bridge Street, representing the Bull-Insular Line, were agents for the vessel. The steamer was undoubtedly flying the American flag when she was torpedoed, before she was refloated and repaired. She became an American owned and registered vessel several years ago.

At the offices of the Harby Steamship Company it was said that last summer and fall the Leelanaw made several

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WILSON AWAITING LEELANAW DETAILS

Cornish, N. H., July 26.—President Wilson was waiting to-night for details of the sinking of the American steamship Leelanaw by a German submarine before making up his mind what course will be pursued by the United States. Up to a late hour he had received only newspaper dispatches and did not know officially whether the Leelanaw received any warning or whether she tried to escape.

The President came here with the intention of returning to Washington if any important business should develop, but he made no plans to-night for going back.

BRITAIN IN NEW NOTE JUSTIFIES HER BLOCKADE

Cites U. S. Supreme Court in Defence—Suggests Arbitration.

[From The Tribune Bureau.]

Washington, July 26.—The American note to Great Britain on interference with trade, which has been practically completed, may be delayed by the receipt to-day at the State Department of a British note on the same subject. This note is in answer to the American note of March 30 and is an amplification of the British memorandum received some weeks ago. The full text will be given out for publication on Wednesday morning.

The British Foreign Office had the note ready for weeks, but held it up until the President and Secretary Lansing disposed of the German situation. It is supposed that minor alterations have been made in the text as originally drafted, but the State Department has been kept advised by the British Embassy of the British attitude, and has a good grasp of the argument favoring the existing restraints on commerce.

The main point in the British contentions is that no old principles are being violated, but that, owing to changed conditions, a new application has to be made. It is argued that, as the political ports of Germany are not the actual commercial ports, it would be futile to establish a blockade of the German coast only. Germany's North Atlantic trade normally passes through Holland and Belgium, and therefore a blockade of those countries would be useless.

Great Britain's Contentions.

It is contended that neutral trade destined for neutrals is not being interrupted, but only such goods as may reasonably be supposed to have an enemy destination. As the actual consignees may not be the ultimate ones, it is argued that the only effective means of determining the destination of goods is by comparative import figures. When a neutral contiguous to Germany is receiving abnormal quantities of certain goods it is necessary to

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BALTIC, IN PERIL OF U-BOAT, SAFE

White Star Liner Escapes to Liverpool—Submarine Be- lieved Sunk.

[By Cable to The Tribune.]

London, July 26.—After being shadowed by a submarine, which it is believed was subsequently sunk by a British ship, the Baltic arrived safely at Liverpool at 9 o'clock this morning from New York. When the passengers reached London this afternoon they were all full of the submarine story. Only one, however, Arthur Plaskidd, of New York, asserted that he actually saw it.

"I was on deck about 7 o'clock on Friday evening," he said. "We were then nearing Fastnet. I saw the submarine distinctly, about half a mile away from us, coming in our direction. It must have been seen that moment by the lookout, for our course was immediately changed. I believe we must have kept that course, zigzagging until we almost made Cornwall."

"A few minutes after I noticed the submarine I saw a British torpedo boat destroyer coming from the north. She seemed to me to be chasing the submarine. Anyhow, we saw no more of the latter."

Dr. Smith, of Winnipeg, said that most of the passengers were having dinner when the submarine was sighted and therefore scarcely any had the opportunity to see it.

"I was told about it later by ship's officers," he added. "They said it was heading straight for us, but the torpedo boat intercepted it."

Sinking of Leelanaw Taken as Flouting of American Note.

SHOWS BERLIN WON'T RETRACT

Will Insist on Her Inter- pretation of Treaty of 1828.

RESULT MAY BE GRAVE

Washington Will Not Accept Teutonic View, but Hopes to Avoid a Break.

[From The Tribune Bureau.]

Washington, July 26.—Germany has answered the recent note of this government, which declared the sinking of the American ship William P. Frye a violation of treaty rights, by torpedoing the Leelanaw, another American vessel.

Consular dispatches received to-day from Dundee and London confirmed press reports of the sinking of the Leelanaw, describing the circumstances as practically similar to those of the destruction of the Frye and causing officials to regard the act as a reply to the American protest.

It is thought Germany will offer immediate reparation for the vessel through her prize courts, as in the case of the Frye, but this will not deter the government from sending another vigorous protest to Berlin. The treaty of 1828, invoked in the Frye case, is believed by the United States to have been violated, and this government has rejected offers of prize court settlement in view of that interpretation.

The first unofficial reports of the Leelanaw affair caused great concern for fear the incident would have to be classed as "deliberately unfriendly" under the terms of the most recent note to Germany, but when the later reports came there was a disposition among government officers to discount the fear. Full particulars of the attack have not yet been received.

Hope to Avoid Grave Issue.

The commander of the submarine which sank the Leelanaw, it is thought, could have had no knowledge of the last Lusitania note, which must have reached Berlin after he put to sea. Furthermore, officials are loath to make a grave issue of a case in which no lives are lost, especially where there is a technical disagreement as to the terms of a treaty.

In the case of the Frye, the commander of the German auxiliary cruiser Prinz Eitel Friedrich tried to dump the cargo overboard as required by the treaty, but on finding himself in danger of attack from a British cruiser, he decided to sink the ship. The cargo consisted entirely of wheat, which was not contraband, but the German commander asserted he believed it to be such, as he was not aware that the declaration of London was not in force.

The cargo of the Leelanaw consisted of flax, which is conditional contraband in the German list, and under the treaty of 1799 with Prussia, continued in force under the treaty of 1828, the right of the submarine commander extended no further than to demand that the contraband be delivered to him. If the commander of the Leelanaw was willing to comply with this request there could be no justification for sinking the vessel. If, on the other hand, he was not willing to do so, the treaty provided that the vessel might be destroyed, provided reparation is made. This government has stoutly rejected such an interpretation of the treaty.

Awaiting Full Reports. Lack of complete details forces officials to be silent as to the course this government will pursue. It is not known officially whether the warning was given by the submarine commander and the crew allowed to escape before the torpedo was fired. Reports are awaited from the consul at Dundee, who is parallel to the Nebraska attack, as the Nebraska carried no contraband, and an attempt to torpedo her could not be justified by the German interpretation of the treaties, as in the case of the Frye. The submarine gave no warning to the Nebraska, while unofficial dispatches indicate that the right of visit and search was exercised in the case of the Leelanaw.

Should official reports confirm the details of the press dispatches it is believed a serious situation will be brought about between the United States and Germany, though not of a character to cause a diplomatic break. It is felt that in such a case the